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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

CD NO

25X1A

COUNTRY East Germany

DATE DISTR: 26 January 1953

SUBJECT Shortage of Gasoline and Diesel Oil in East Germany **NO OF PAGES**

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**SUPPLEMENT TO
REPORT NO.**

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1. The Traffic Section of the Kreis Council, Potsdam, has issued the following instructions to cover the months of October and November.
 - a) Private passenger cars are to receive no rationed gasoline; owners must procure their gasoline from the HO.
 - b) Passenger cars belonging to private firms are also to obtain their gasoline from the HO.
 - c) Trucks up to one-ton capacity are not to receive any ration. They have been advised to convert to wood or propane gas.
 - d) All vehicles belonging to government offices will receive 50 percent of their former ration.
 - e) Vehicles which are used for the procurement of food supplies are exempted from these regulations. Such vehicles will receive 80 percent of their previous ration. Primarily, however, only vehicles belonging to the HO and cooperatives are to be so considered.
 - f) Taxis are to receive only 30 percent of their previous ration.
 - g) All vehicles which receive an allotment under these regulations are obliged to keep a travel book given out by the traffic offices.
2. Early in November the sale of non-rationed Diesel oil at HO prices in service stations was stopped. In the city and Landkreis of Magdeburg the sale of unrationed gasoline was likewise discontinued. Vehicle repair shops are to receive no ration for their towing trucks. Also the sale of cleaning gasoline (Waschbenzin) is prohibited for October and November. The chemical industry, which up to now has used solvents (Lösungsmittel IB) for technical purposes, is to receive only 25 percent of its previous allotment.
3. Because of the shortage of gasoline, many vehicles cannot run regularly; many goods must be therefore transported by rail. As a result, such a backlog has built up that at many freight offices goods are practically lying in the streets and further acceptance of goods for shipment has been stopped. For example, one less-than-carload-lot shipment from Magdeburg to Saxony now takes from two to three weeks.

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4. The allocation planning for freight cars varied greatly during October because of this situation. The Reichsbahn Direction in Magdeburg received instructions from the Reichsbahn General Direction, Berlin, that cars were not to be furnished private firms despite the fact that they had submitted their requests in time. In Kreis Magdeburg there is a considerable shortage of freight space because of increased demands from VEB Geraetebau Schoenebeck and VEB Zuendmittelfabrik Schoenebeck and an increase in less-than-carload-lot shipments.
5. The liquid fuel production of VEB Rositz, Webau and Koepsen has fallen about 45 percent since the curtailment of deliveries of light oil. These deliveries are now to be placed at the disposal of Schwarzheide. The gasoline produced by these three plants now must be delivered to Schwarzheide; there it is to be mixed with Leichtbenzin (Loesungsmittel LB), then delivered to the consumer. Schwarzheide is to be expanded for this purpose.
6. Luetzkendorf has to deliver about 60 percent of its motor oil production to reserve depots. The Buna works have had to decrease production of motor oil because delivery of component oils from Zeitz has decreased. Zeitz requires these oils to increase its production of Diesel oil. These, together with the increased export of motor oil to Poland, have brought on a very tight oil supply situation in the East Zone. The supply has been reduced about 80 percent.

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